

CITY CENTER URBAN RENEWAL PLAN

December 6, 2005

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I. INTRODUCTION

The City Center Urban Renewal Plan (the “Plan”) contains goals, objectives and projects for the revitalization of the City Center Urban Renewal Area (the “Area”). The Area, shown in Figure 1, is predominantly zoned for commercial use, encompassing lands in Tigard’s Central Business District, General Commercial District and Professional Commercial District. In addition to commercial lands, residential property on the east side of Hall Boulevard and adjacent to Fanno Creek is located within the R-4.5 Low-Density Residential District, R-12 Medium-Density Residential District and R-25 Medium High-Density Residential District.

Under existing conditions, the Area is underdeveloped and lacks the mix of high quality commercial, office, residential and public uses suitable for the City’s Central Business District. Information regarding conditions in the Area is provided in the Report accompanying the Plan (the “Report”).

The purpose of the Plan is to use the tools provided by urban renewal to attract private investment and facilitate the Area’s redevelopment. These tools include tax increment financing (see Section X), which generally means that the property taxes resulting from growth in property value within the Area can be used to finance improvement projects and programs. Urban renewal also allows for the Agency purchase of land from willing sellers and subsequent Agency sale for redevelopment as part of a public/private development partnership.

The Plan is administered by the City Center Development Agency (“Agency”) which was established by the City Council of the City of Tigard as the City’s Urban Renewal Agency. The Plan may be changed in the future, under the provisions of Chapter XII.

The Plan has a duration of 20 years (see Chapter XI), meaning that no new debt will be incurred after Fiscal Year 2025/2026. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is Twenty-Two Million Dollars and No Cents (\$22,000,000).

II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic purposes. The objectives for each goal generally illustrate how the goals are to be achieved. The urban renewal projects called for in Chapter IV of the Plan are the specific means of meeting the objectives.

Goal 1: Revitalization of the Downtown should recognize the value of natural resources as amenities and as contributing to the special sense of place.

Objectives:

1A: Integrate open space and landscaping elements into the design and development of public improvement projects identified in the Plan to create a livable environment and provide opportunities for multimodal recreational use.

1B: Minimize the impact of public improvements and facilities projects on the natural environment through the integration of appropriate protective measures and mitigation strategies.

Goal 2: Capitalize on Commuter Rail and Fanno Creek as catalysts for future investment and development.

Objectives:

2A: Support the development of transit-oriented residential, commercial, employment and recreational uses in the Central Business District that will benefit from and support commuter rail.

2B: Implement pedestrian and bicycle system improvements that will enhance connectivity between downtown and surrounding residential and commercial areas.

Goal 3: Downtown's transportation system should be multi-modal, connecting people, places and activities safely and conveniently.

Objectives:

3A: Design and construct street improvements as consistent with the Tigard Downtown Improvement Plan and the Tigard Transportation System Plan.

3B: Concurrent with proposed street improvements, and in conformance with the Tigard Transportation System Plan (TSP), provide bike lanes, sidewalks, pedestrian crossings and other pedestrian and bicycle facilities that promote multimodal usage, access and safety.

Goal 4: Downtown's streetscape and public spaces should be pedestrian-friendly and not visually dominated by the automobile.

Objectives:

4A: Promote pedestrian-oriented, human-scale development in the Central Business District.

4B: Develop urban spaces that will provide active and passive recreational opportunities for pedestrians and attract residents and visitors to downtown.

4C: Provide pedestrian-oriented streetscape improvements, including street trees, street furniture, planters and other landscape enhancements, that will create a safe and visually appealing destination for pedestrians.

Goal 5: Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments.

5A: Provide development incentives and technical assistance programs that encourage business and property owners to develop projects that are consistent with the Tigard Downtown Improvement Plan vision and the Tigard Comprehensive Plan.

5B: Support the transition of existing nonconforming businesses from downtown to more suitable locations within the City of Tigard.

III. OUTLINE OF PROJECTS

The Plan identifies transportation projects, including street improvements, streetscape improvements and bicycle/pedestrian facilities improvements, which will increase multimodal connectivity throughout the Area and make downtown Tigard a safer and more accessible destination. The Plan also includes Parks, Public Spaces and Public Facilities projects that will beautify the Area, increase neighborhood livability and provide opportunities for residents, visitors and downtown workers to participate in a wide range of community and recreational activities.

Planning and Development Assistance Programs identified in the Plan will facilitate the development, redevelopment and rehabilitation of private property in the Area. The programs will encourage Area business and property owners to invest in projects that will increase the economic vitality of downtown Tigard and support the goals and objectives of the Tigard Downtown Plan and the City's Comprehensive Plan.

IV. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1. shows the urban renewal area boundaries. Exhibit A is a legal description of the Area.

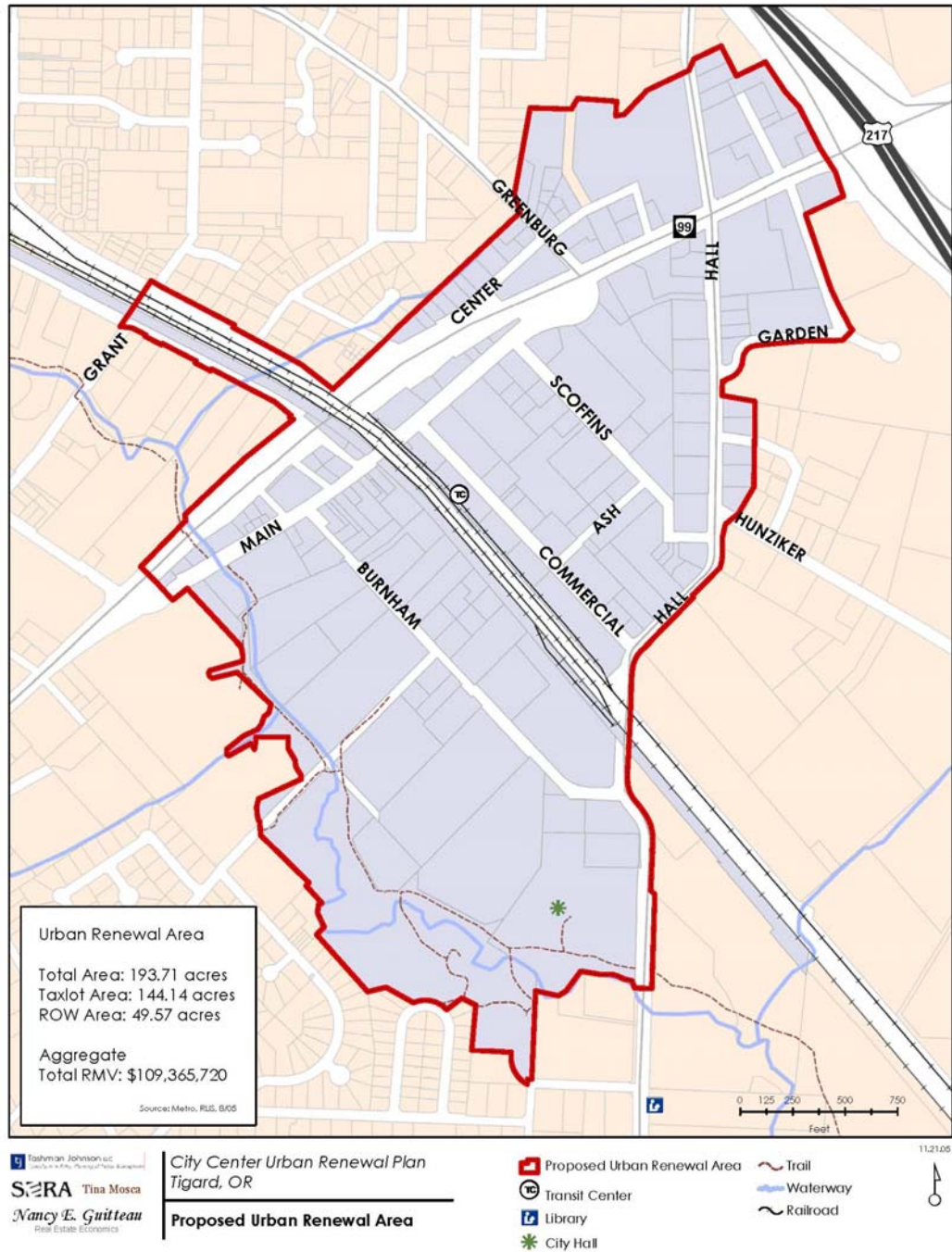


Figure 1: Tigard City Center Urban Renewal Area

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**EXHIBIT A
CITY CENTER URBAN RENEWAL AREA
LEGAL DESCRIPTION**

A tract of land in Section 35 Township 1 South, Range 1 West and Sections 1 and 2 Township 2 South, Range 1 West Willamette Meridian City of Tigard, Washington County, Oregon.
Described as follows:

Beginning at the intersection of the southerly right-of-way of SW Greenburg Road with the southeast line of the John L. Hinklin DLC; thence N 07° 41' 55" W a distance of 100.77 feet to the north right-of-way of SW Greenburg Road; thence N 10° 32' 02" E a distance of 419.98 feet; thence S 88° 04' 51" E a distance of 168.91 feet; thence N 46° 34' 35" E a distance of 73.95 feet; thence S 85° 47' 11" E a distance of 190.07 feet; S 02° 45' 30" W a distance of 72.32 feet; thence N 75° 18' 06" E a distance of 36.45 feet; thence N 46° 48' 53" E a distance of 173.62 feet; thence N 64° 02' 12" E a distance of 177.40 feet to the westerly right-of-way of SW Hall Blvd.; thence N 36° 35' 04" E a distance of 83.84 feet to the easterly right-of-way of SW Hall Blvd.; thence N 64° 31' 19" E a distance of 148.06 feet; thence S 26° 03' 02" E a distance of 160.00 feet; thence N 64° 17' 30" E 148.04 feet to the southerly right-of-way of Highway 217; thence S 35° 21' 18" E, along said highway, a distance of 171.44 feet; thence S 42° 33' 04" E, along said right-of-way, a distance of 99.48 feet; thence S 26° 55' 45" E, along said right-of-way, a distance of 225.54 feet to the northerly right of way of Highway 99 W; thence S 33° 05' 43" E, to the southerly right-of-way of Highway 99w and the west line of Highway 217 a distance of 127.63 feet ; thence S 18° 46' 14" E, along said right-of-way, a distance of 123.73 feet; thence S 64° 26' 56" W, leaving said westerly right-of-way, a distance of 201.24 feet; thence S 13° 32' 43" E a dist of 556.39 to the southeast corner of Lot 6 Tigard Road Gardens; thence S 84° 37' 29" W, along the south line of said lot 6, a distance of 373.00 feet to a point of a curve to the left; thence with a radius of 120.00 feet, a central angle of 83°23' 49" (chord which bears S 42° 55' 35" W, 159.65 feet) and a length of 174.67 feet to a point of reversing curve to the right; thence along said curve to the right with a radius of 30.00 feet, a central angle of 86° 27' 32" (a chord which bears S 44° 27' 26" W, 41.10 feet) and a length of 45.27 feet and a point of compound curve to the right; thence along said curve to the right with a radius of 25.00 feet, a central angle of 53° 07' 30" (a chord which bears N 65° 45' 03" W, 22.36 feet) and a length of 23.18 feet to the easterly right-of-way of SW Hall Blvd.; thence S 00° 43' 38" E, along said easterly line, a distance of 106.19 feet; thence S 00° 14' 13" W, a long said easterly right-of-way, a distance of 44.40 feet to the southwest corner of lot 3 Crow Park 217; thence S 79° 08' 55" E, along the southerly line of Crow Park 217, a distance of 158.56 feet to the northeast corner of lot 1 Knoll Acres; thence S 00° 30' 13" W, along the easterly line of lots 1, 2, 3, & 4 Knoll Acres, a distance of 407.30 feet to the northeast corner of lot 5 Knoll Acres; thence S 30° 16' 07" W, along the easterly line of said lot 5, a distance of 149.79 feet to the northerly right-of-way of SW Hunziker Street; thence S 51° 07' 28" W a distance of 78.45 feet to the intersection of the southerly right-of-way of SW Hunziker Street with the easterly right-of-way of SW Hall Blvd.; thence N 89° 17' 28" W a distance of 54.18 feet to the center line of SW Hall Blvd; thence along the center line of SW Hall Blvd. the following 9 courses; thence S 00° 42' 32" W a distance of 143.71 feet to a point of curve of a curve to the right; thence along said

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curve to the right with a radius of 163.70 feet, a central angle of 44° 01' 33" (a chord which bears S 22° 43' 19" W, 122.71 feet) and a length of 125.79 feet to a point of tangency; thence S 44° 44' 05" W a distance of 455.02 feet to a point of curve of a curve to the left; thence along said curve to the left with a radius of 179.05 feet, a central angle of 42° 08' 24" (a chord which bears S 23° 39' 53" W, 128.74 feet) and a length of 131.69 feet to a point of tangency; thence S 02° 35' 41" W a distance of 510.56 feet to a point of curve of a curve to the left; thence along said curve to the left with a radius of 190.99 feet, a central angle of 40° 59' 58" (a chord which bears S 17° 54' 18" E, 133.77 feet) and a length of 136.67 feet to a point of tangency; thence S 38° 24' 17" ea distance of 62.89 feet to a point of curve of a curve to the right; thence along said curve to the right with a radius of 190.99 feet, a central angle of 40° 07' 28" (a chord which bears S 18° 20' 33" W, 131.03 feet) and a length of 133.75 feet to a point of tangency; thence S 01° 43' 11" W a distance of 704.79 feet; thence N 88° 16' 45" W a distance of 35.01 feet to the northeast corner of parcel 1 Partition Plat 1992-069 on the westerly right-of-way of SW Hall Blvd; thence along the northerly and westerly lines of said Partition Plat the following 7 courses; thence N 19° 59' 47" W a distance of 36.96 feet; thence N 77° 33' 03" W a distance of 39.55 feet; thence N 68° 35' 31" W a distance of 63.16 feet; thence S 89° 17' 05" W a distance of 56.25 feet; thence N 81° 13' 33" W a distance of 92.73 feet; thence S 36° 40' 28" W a distance of 116.84 feet; thence S 57° 58' 03" W a distance of 43.20 feet; thence N 77° 47' 58" W a distance of 110.95 feet; thence S 02° 30' 20" W a distance of 422.27 feet to the northerly right-of-way of SW Omara Street; thence N 87° 45' 14" W, along the northerly right-of-way, a distance of 19.65 feet; thence S 03° 57' 44" W, along the westerly right-of-way of SW Omara Street a distance of 24.61 feet and a point on a non-tangent curve to the right; thence along said curve to the right with a radius of 145.90, a central angle of 67° 12' 06" (a chord which bears N 28° 27' 10" W, 161.48 feet) and a length of 171.12 feet to a point of tangency; thence N 05° 09' 15" E a distance of 10.48 feet; thence N 87° 56' 13" W a distance of 189.71 feet to the west line of Chelsea Hill; thence N 05° 09' 16" E, along the easterly line of Chelsea Hill a distance of 219.78 feet to the northeast corner of lot 10 Chelsea Hill; thence N 64° 24' 41" W, along the northerly line of said lot 10, a distance of 74.22 feet to the northwest corner of said lot 10; thence S 49° 33' 17" W, along the westerly line of said lot 10, a distance of 89.36 feet to the south west corner of said lot 10 and a point on a non-tangent curve to the left; thence along said curve to the left with a radius of 140.02, a central angle of 73° 14' 45" (a chord which bears N 77° 04' 28" W, 167.06 feet) and a length of 179.00 feet to the southeast corner of lot 27 Chelsea Hill; thence N 60° 54' 15" W, along the easterly line of said lot 27, a distance of 149.70 feet to the northeast corner; thence S 76° 32' 45" W, along the northerly line of lots 27 and 28 Chelsea Hill, a distance of 90.00 feet to the north west corner of said lot 27 being on the northerly line of Chelsea Hill No. 2; thence N 41° 41' 53" W a distance of 365.61 feet to the southeasterly line of Duck Creek Homes; thence along the southeasterly and the northeasterly line of Duck Creek Homes the following 5 courses; thence N 44° 27' 43" E a distance of 50.76 feet; thence N 25° 06' 01" W a distance of 73.15 feet; thence N 05° 03' 58" E a distance of 40.00 feet; thence N 66° 13' 57" E a distance of 18.50 feet; thence N 42° 08' 14" W a distance of 112.77 feet to the northwest corner of Duck Creek Homes; thence N 44° 28' 11" E a distance of 20.61 feet; thence N 45° 37' 33" W a distance of 323.71 feet to the southeasterly right-of-way of SW Ash Avenue; thence N 03° 24' 44" W a distance of 64.23 feet to the northwesterly right-of-way of SW Ash Avenue; thence N 46° 00' 02" W a distance of 8.89 feet; thence N 11° 23' 27" W a distance of 37.80 feet; thence N 06° 58' 17" E a distance of 66.77 feet; thence N 62° 21' 40" E a distance of 74.94 feet; thence N 55° 04' 27" E a distance of 20.96 feet; thence N 68° 32' 03"

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E a distance of 128.64 feet; thence N 04° 48' 15" W a distance of 20.53 feet; thence N 31° 55' 15" W a distance of 45.87 feet; thence N 04° 49' 50" W a distance of 29.66 feet; thence N 25° 58' 07" W a distance of 38.51 feet; thence N 35° 25' 15" W a distance of 26.85 feet; thence N 01° 13' 41" W a distance of 56.21 feet; thence S 89° 56' 27" W a distance of 153.15 feet; thence S 00° 17' 37" W a distance of 58.36 feet; thence S 87° 16' 18" W a distance of 8.11 feet; thence N 29° 58' 44" W a distance of 32.03 feet; thence S 60° 43' 26" W a distance of 121.23 feet to a point of curve of a curve to the right; thence along said curve to the right with a radius of 5.74, a central angle of 119° 19' 37" (a chord which bears N 59° 21' 36" W, 9.91) and a length of 11.96 feet; thence N 09° 20' 42" W a distance of 21.71 feet; thence N 32° 36' 42" E a distance of 6.84 feet; thence N 54° 01' 22" E a distance of 125.98 feet; thence N 65° 45' 21" E a distance of 46.97 feet; thence N 37° 15' 37" E a distance of 31.16 feet; thence N 19° 47' 26" E a distance of 39.04 feet; thence N 50° 09' 42" E a distance of 30.34 feet; thence N 19° 52' 25" E a distance of 28.54 feet; thence N 00° 05' 29" E a distance of 12.05 feet; thence N 42° 39' 13" W a distance of 131.41 feet; thence N 50° 39' 11" W a distance of 42.13 feet; thence N 52° 46' 49" W a distance of 49.49 feet; thence S 76° 48' 05" W a distance of 122.38 feet; thence N 50° 23' 17" W a distance of 18.15 feet; thence N 12° 36' 16" W a distance of 15.14 feet; thence N 30° 33' 56" E a distance of 11.96 feet; thence N 73° 54' 00" E a distance of 160.89 feet; thence N 11° 50' 59" E a distance of 12.94 feet; thence N 08° 55' 19" W a distance of 49.31 feet; thence N 30° 48' 21" W a distance of 16.77 feet; thence N 42° 51' 49" W a distance of 366.50 feet to the southeasterly right-of-way of SW Main Street; thence S 49° 56' 02" W, along the southeasterly right-of-way, a distance of 124.67 feet to a point of curve of a curve to the right; thence along said right-of-way and said curve to the right with a radius of 180.29 feet, a central angle of 19° 05' 45" (a chord which bears S 59° 28' 55" W, 59.81 feet) and a length of 60.09 feet; thence N 55° 27' 11" W a distance of 222.29 feet to the intersection point of the northwesterly right-of-way of HWY 99w with the northerly right-of-way of SW Johnson Street; thence along the northwesterly right-of-way of HWY 99w the following 7 courses; thence N 85° 54' 17" E a distance of 14.06 feet; thence N 47° 15' 44" E a distance of 127.51 feet; thence N 44° 08' 14" E a distance of 307.71 feet; thence N 07° 33' 33" W a distance of 27.78 feet; thence N 46° 23' 16" E a distance of 366.71 feet; thence N 49° 49' 08" E a distance of 29.37 feet; thence N 51° 23' 28" E a distance of 295.46 feet to the southerly right-of-way of SW Tigard Street; thence N 62° 37' 00" W, along the southerly right of way of SW Tigard Street, a distance of 20.82 feet; thence N 46° 55' 01" E, along the southerly right of way of SW Tigard Street, a distance of 11.00 feet to a point 20.00 feet south of the center line of SW Tigard Street; thence N 49° 55' 59" W, parallel with and 20.00 feet from the center line of SW Tigard Street (when measured at right angles), a distance of 99.33 feet; thence N 62° 33' 24" W, parallel with and 20.00 feet from the center line of SW Tigard Street (when measured at right angles), a distance of 820.72 feet to a point at the extension of the westerly right-of-way; thence N 36° 24' 01" E a distance of 240.58 feet to the point of intersection of the northerly right-of-way of SW Commercial Street, 30.00 feet from the center line of SW Commercial Street (when measured at right angles), with the extension of the westerly right-of-way of SW 95th Ave; thence S 62° 32' 35" E, parallel with and 30.00 feet from the centerline of SW Commercial Street (when measured at right angles), a distance of 594.81 feet to the east right-of-way of SW Lincoln Avenue to a point on a curve to the left; thence along said curve to the left with a radius of 9.49 feet, a central angle of 100° 21' 02" (a chord which bears S 14° 53' 25" E, 14.57 feet; and a length of 16.61 feet to the northerly right-of-way of SW Commercial Street; thence S 61° 24' 10" E, along said northerly right-of-way, a distance of 187.19 feet; thence S 55° 11' 17" E,

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along said northerly right-of-way, a distance of 54.14 feet; thence S 51° 43' 30" E, along said northerly right-of-way, a distance of 153.60 feet to the southeast line of the John L. Hinklin DLC; thence N 46° 44' 38" E, along said Hinklin DLC line, a distance of 1204.91 feet to point of beginning.

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized under the Plan, which may be undertaken by the Agency, are described below and shown in Figures 2 to 7. To preserve and enhance the Area's natural resources, projects will be designed and implemented with consideration for ecologically sensitive areas and to minimize the impacts of development on the environment. Property acquisition may be required for these projects. Further, some of the projects described herein will require participation of other public agencies.

A. **Street Improvements**

Street Improvements projects are designed to improve multimodal circulation and connectivity within downtown Tigard. The projects will also facilitate access between downtown and adjacent residential, commercial and employment areas. To create a pedestrian environment that encourages active uses such as shopping, entertainment and commercial business activity, utilities may be under-grounded concurrent with street improvements.

1. Ash Avenue Extension, Scoffins to Burnham, Including RR Crossing

The extension of Ash Avenue from Burnham Street to Commercial Street is a project under the Plan. A new railroad crossing will be developed as part of the project.

2. Scoffins Street/Hall Boulevard/Hunziker Re-Alignment

The re-alignment of the Scoffins Street/Hall Boulevard/Hunziker Road intersection is a project under the Plan. Currently, Scoffins Street and Hunziker are poorly aligned, which increases congestion and slows traffic at this three-way intersection.

3. Hall Blvd/Highway 99W Intersection Improvements

Improvements to the intersection of Hall Boulevard/Highway 99W are a project under the Plan. The project will improve multimodal circulation and safety and reduce congestion at this major intersection, which serves as an important gateway to downtown.

4. Greenburg Road/Highway 99W Intersection Improvements

The City has recently commissioned a study that will determine what improvements will be needed to reduce congestion and increase multimodal circulation at the intersection of Greenburg Road and Highway 99W. Tax increment revenues may be used to finance recommended intersection improvements.

5. Burnham Street Improvements

The reconstruction and widening of Burnham Street is a project under the Plan.

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6. Center Street Improvements

Upgrades and improvements to Center Street are a project under the Plan.

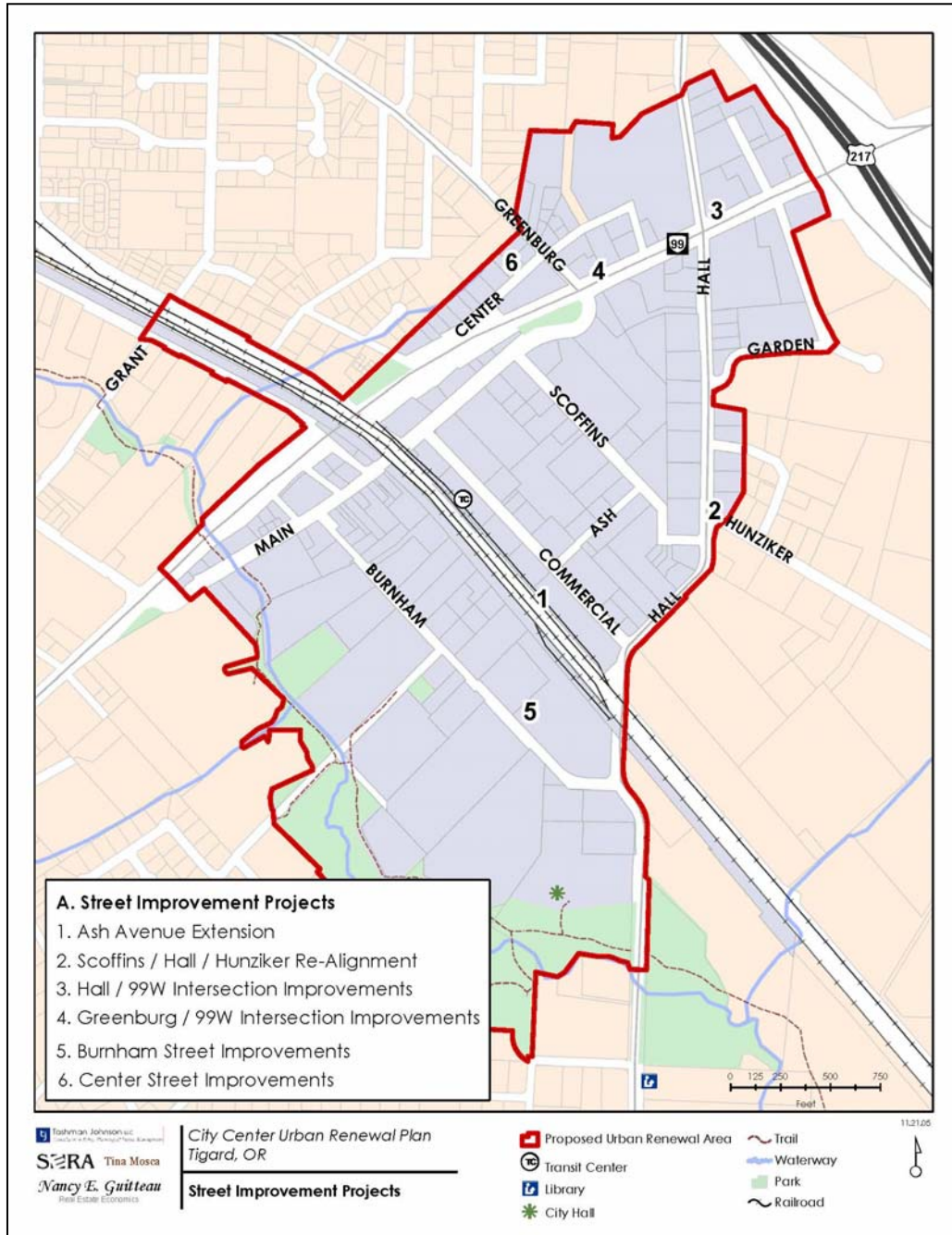


Figure 2: Urban Renewal Street Improvement Projects

B. Streetscape Improvements

The Tigard Downtown Improvement Plan identifies landscaping features, street trees and street furniture as improvements that will enhance the physical appearance of downtown and attract a broader range of users, including shoppers, tourists and commercial employers. Streetscape improvements on the following streets in the downtown area are a Project under the Plan:

1. Main Street
2. Burnham Street
3. Commercial Street
4. Ash Avenue
5. Scoffins Road
6. Center Street

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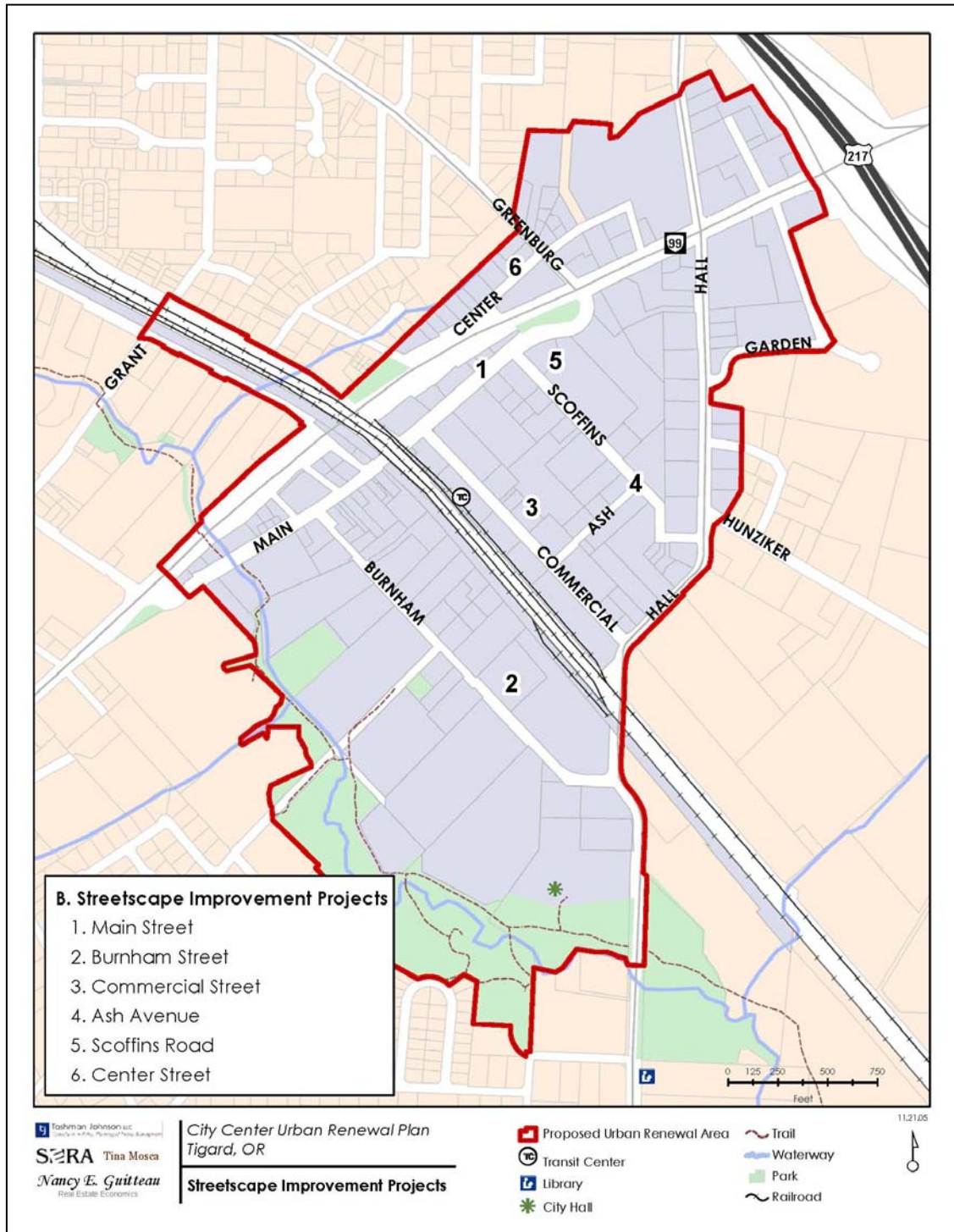


Figure 3: Urban Renewal Streetscape Improvement Projects

C. Bike/Pedestrian Facilities

Bike/Pedestrian Facilities are designed to facilitate safe and convenient multimodal access throughout the Urban Renewal Area.

1. Commuter Rail Access

The provision of pedestrian access to the proposed downtown Tigard commuter rail station from Burnham Street is a project under the Plan.

2. Hall Blvd.

This project will increase pedestrian access and safety by eliminating gaps in the sidewalk on the east side of Hall Boulevard and repairing sidewalks and curbs on both sides of Hall Boulevard as needed.

3. Scoffins Street

The installation of bicycle lanes and sidewalks on Scoffins Street, which currently lacks pedestrian and bicycle facilities, is a project under the Plan.

4. Tigard Street

This project will provide a new bike lane on the south side of Tigard Street and upgrade the existing bike lane on the north side to standard.

5. Highway 99W

The installation of contiguous sidewalks on both sides of Highway 99W and a grade-separated bicycle/pedestrian crossing at Greenburg Road to increase pedestrian and bicycle safety is a project under the Plan.

6. Center Street

The provision of sidewalks and bicycle lanes on Center Street is a project under the Plan.

7. Enhanced Pedestrian Bridge over Fanno Creek Connecting to Ash Avenue

The design and construction of an enhanced pedestrian bridge over Fanno Creek, connecting to Ash Avenue, is a project under the Plan. This project will facilitate access between residential neighborhoods west of Fanno Creek and downtown and will be designed to minimize impacts to sensitive areas and preserve wetlands buffers.

8. Conversion of Existing North Rail Corridor into a Multi-use Pedestrian Trail

The conversion of the existing north rail corridor into a multi-use pedestrian trail is a project under the Plan. This project will increase pedestrian access and provide new recreational opportunities for residents, workers and visitors to downtown. Key components of the project may include bio-swales, native vegetation, pervious pavement and low impact stormwater conveyance/treatment features that will distinguish downtown Tigard from other communities by promoting sustainable development.

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9. Tigard Street/Grant Bicycle/Pedestrian Crossing

The design and construction of a new at-grade bicycle/pedestrian crossing that will extend from the intersection of Tigard Street and Grant Street (south of the railroad) to the north side of the railroad tracks is a project under the Plan. The crossing will facilitate circulation and access to downtown by non-motorized vehicles. Automobiles and other motorized vehicles will be prohibited.

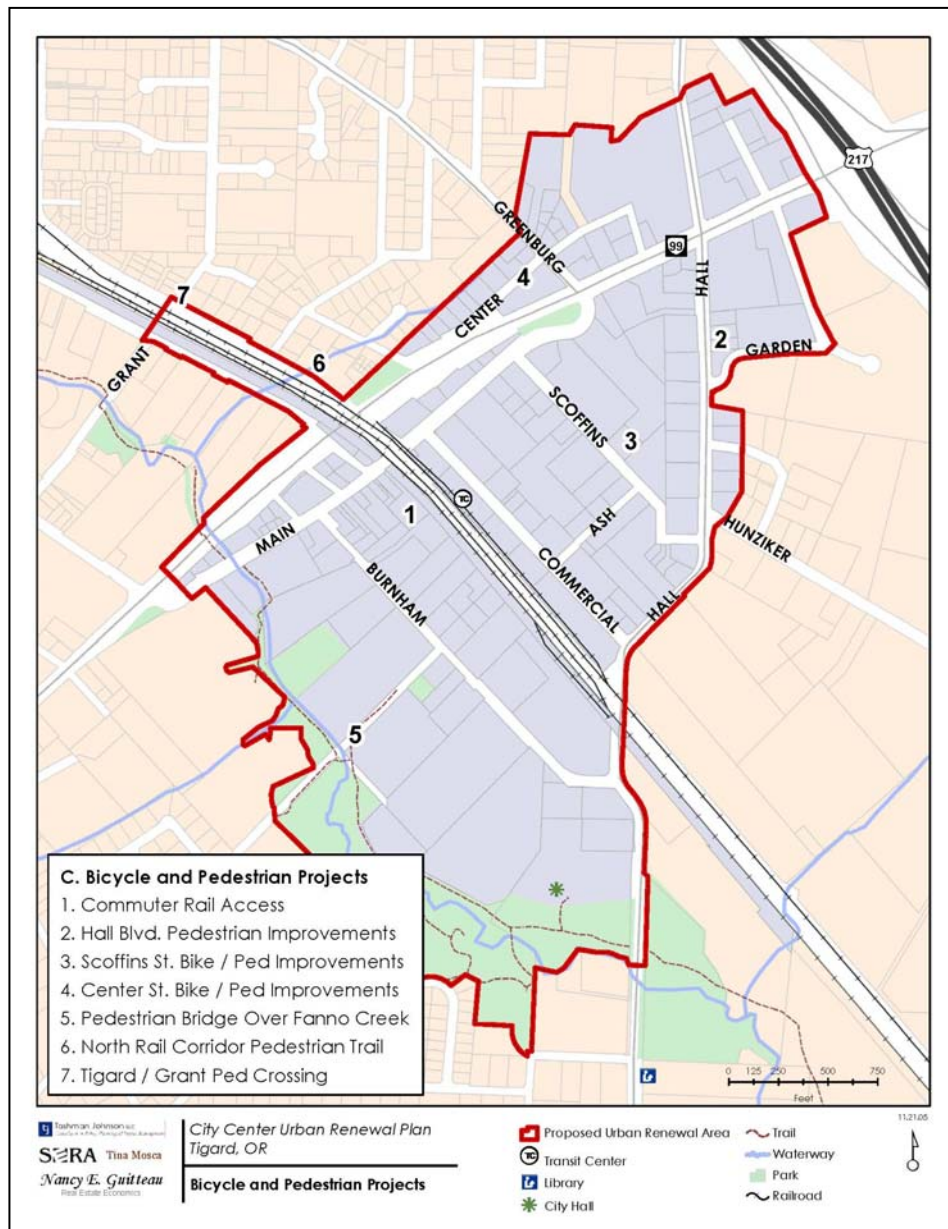


Figure 4: Urban Renewal Bicycle/Pedestrian Projects

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D. Parks

1. Fanno Creek Park Improvements

Upgrades and improvements to Fanno Creek Park, as well as the preservation and restoration of environmentally sensitive areas, is a project under the Plan.

2. Skateboard Park

The construction of a new skateboard park is a project under the Plan. The proposed location of the skateboard park is the City Hall parking lot.

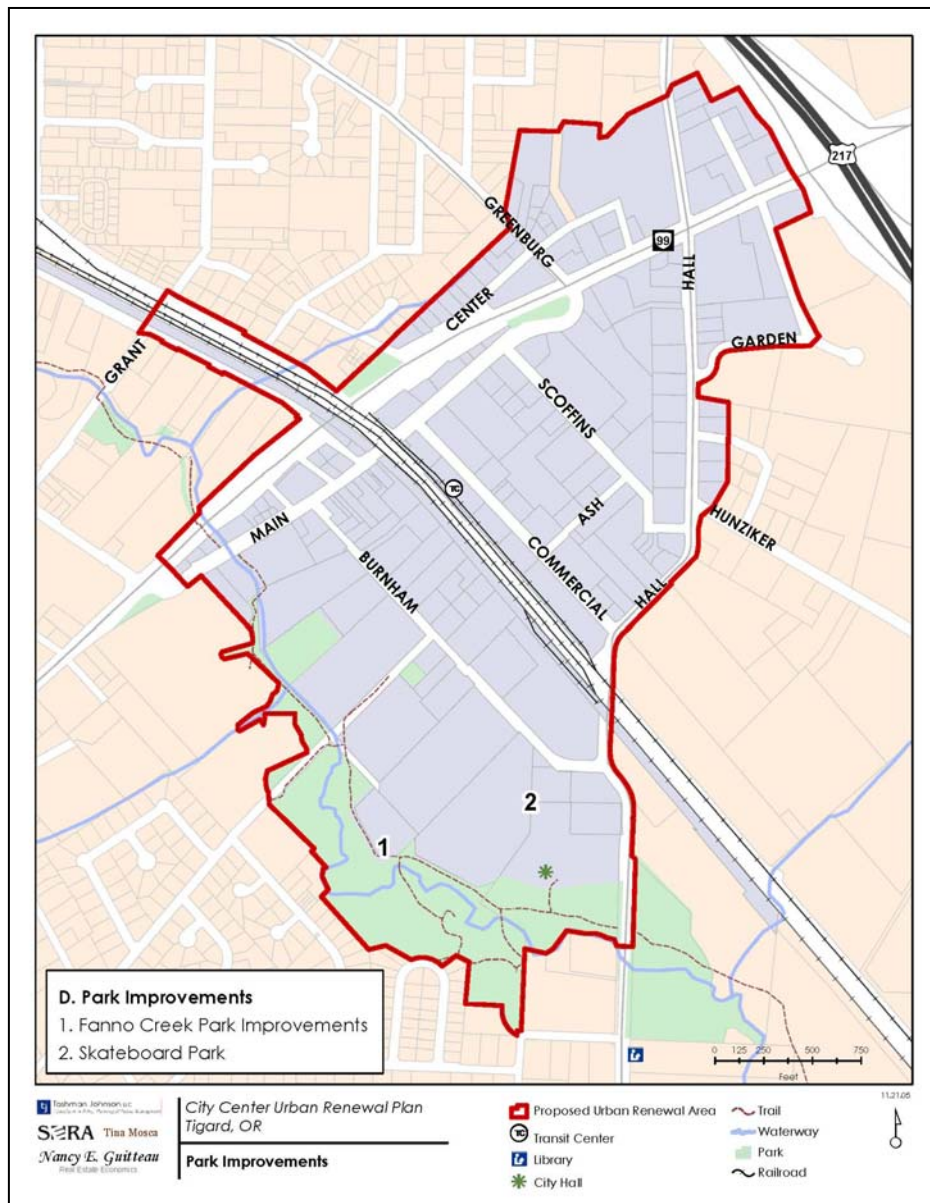


Figure 5: Urban Renewal Parks Projects

E. Public Spaces

1. Green Corridor/Urban Creek

The development of a green corridor/urban creek that will extend from the intersection of Highway 99W and Hall Boulevard through downtown and to Fanno Creek in a project under the Plan. Key components of the project may include bio-swales, native vegetation, pervious pavement and other low impact stormwater conveyance/treatment features.

2. Plazas

The design and construction of public plazas that will serve as public gathering spaces is a project under the Plan. This project will encourage a broader range of active and passive recreational uses in downtown and attract more residents and visitors to the area.

3. Urban Green Spaces

The development of high quality urban green spaces suitable for a range of recreational uses is a project under the Plan. Similar to the plazas project, this project will increase the overall livability and attraction of the downtown area. The urban green space will be designed to promote the preservation and restoration of environmentally sensitive areas.

4. Public Market

The design and development of a public market in the proposed public use area near Fanno Creek is a project under the Plan.

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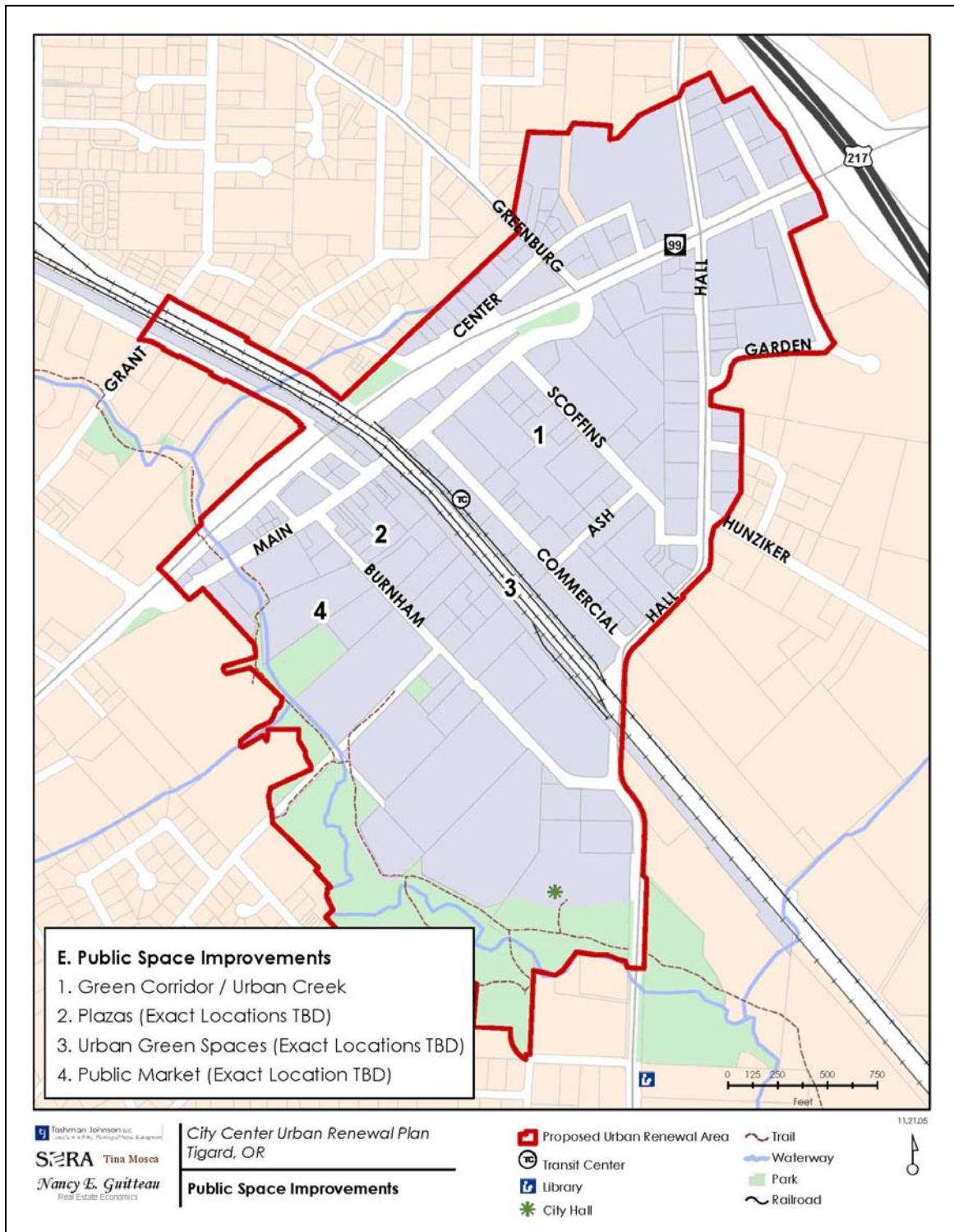


Figure 6: Urban Renewal Public Spaces Projects

F. Public Facilities

The Plan includes the following public facilities. Prior to the expenditure of tax increment revenues for any of these projects, the Agency will be required to adopt a Minor Amendment to the Plan (as provided in Section XII) explaining how the facility serves or benefits the Area, and further stating the proportion of the benefits of these facilities that will accrue to the Area and finding that the amount of the expenditure is proportional to the amount of benefit to the Area. Design and development will be a part of all proposed public facilities projects identified in the Plan.

1. Performing Arts Center

The design and construction of a performing arts center in downtown Tigard is a project under the Plan. This project, which is recommended in the Tigard Downtown Improvement Plan, will provide new entertainment and recreation opportunities that will attract residents and out-of-town visitors to downtown.

2. Public Parking Facilities

The design and construction of new public parking facilities is a project under the Plan. As new shopping, recreational and entertainment uses, including the proposed performing arts center and public market, are established in the downtown area, new public parking facilities will be needed to accommodate the anticipated increase in parking demand.

3. Post Office Relocation

The relocation of the existing downtown post office is a project under the Plan.

4. Public Market Area

The development of a public market area in the proposed public use area near Fanno Creek is a project under the Plan.

5. Public Restrooms

The provision of public restrooms in public gathering spaces is a project under the Plan.

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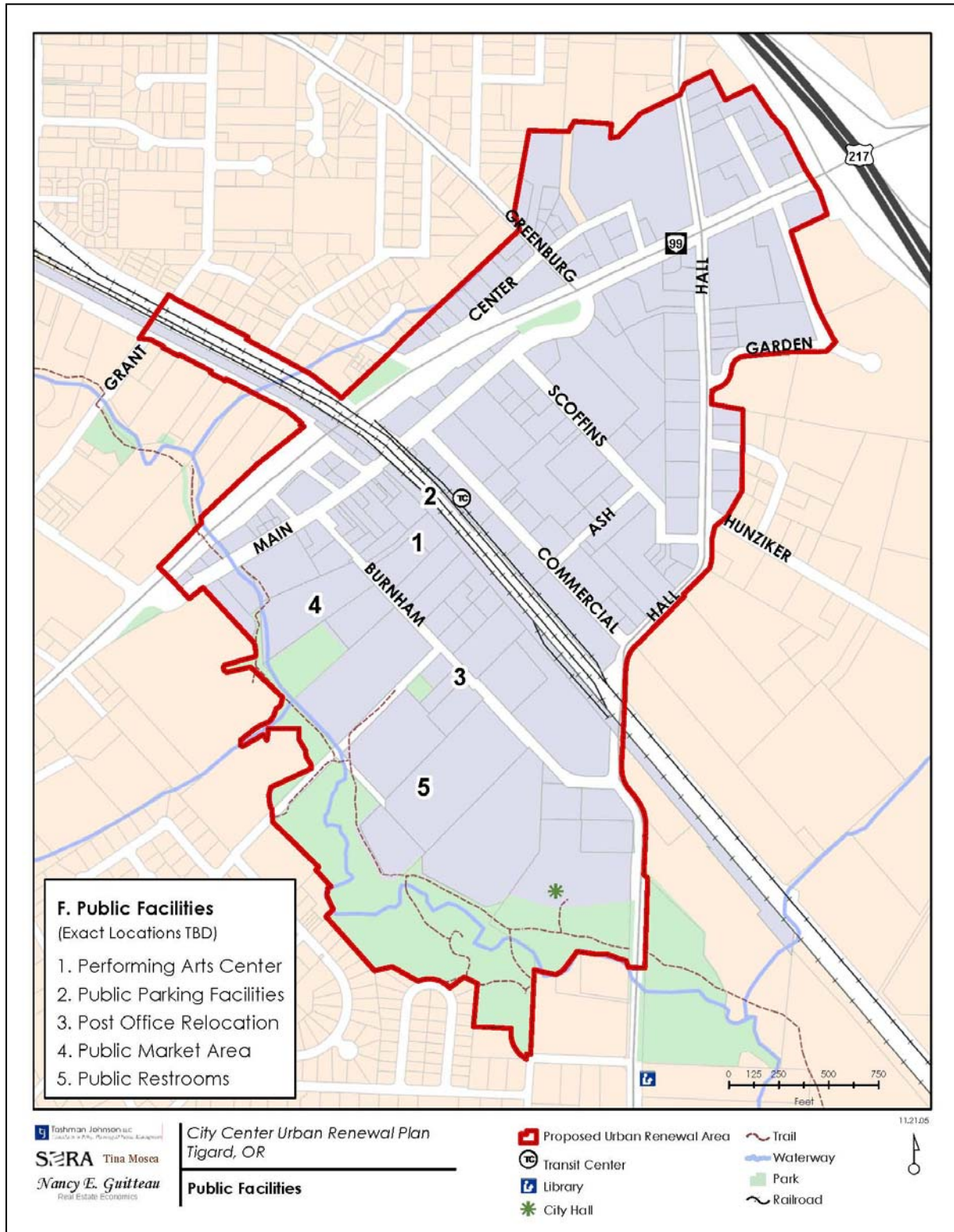


Figure 7: Urban Renewal Public Facilities Projects

G. Planning and Development Assistance

Offering the following types of planning and development assistance to support the development, redevelopment and rehabilitation of private property in the Area is a project under the Plan. Detailed rules and regulations for the administration of financial and technical assistance programs will be established by the Agency after adoption of the Plan in order to ensure that urban renewal funds are used in compliance with the Plan and for the agreed upon Plan purposes. The adoption and amendment of such programs, rules and regulations would not be considered changes to the Plan.

1. Rehabilitation/Redevelopment Grant/Loan Program

The Urban Renewal Plan authorizes loans and/or grants for property rehabilitation and redevelopment. Property to be improved may be residential or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.

2. New Development Grant/Loan Program

In addition to providing rehabilitation and redevelopment assistance, the Urban Renewal Plan authorizes loans and/or grants for new development. Property to be improved may be residential or commercial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.

3. Technical Assistance Program

The Urban Renewal Plan authorizes technical assistance in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to development of property in the urban renewal area. Examples of such technical assistance may include structural analysis of downtown building to promote rehabilitation of underutilized buildings and relocation strategies for existing downtown businesses seeking to move to an alternative site within the urban renewal area.

4. Commercial Façade Improvement Loans

To create a distinct identity for downtown Tigard that is visually appealing and unified, the Urban Renewal Plan authorizes façade improvement loans for commercial development. Improvements will be used to enhance the architectural integrity and character of historic commercial buildings and storefronts in need of a “face lift.”

VI. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan addresses local planning and development objectives contained in the City’s Comprehensive Plan, Development Code, Transportation System Plan, Park System Master Plan and the Tigard Downtown Improvement Plan. Adopted in 1982 and last revised in January 2005, the Comprehensive Plan identifies goals and policy objectives that will promote growth

that is both sustainable and supportive of the community's desire to maintain high livability standards. The City's Development Code is updated on an ongoing basis and the TSP was adopted in January 2002. The Park System Master Plan was adopted in July 1999. Under the guidance of local residents, business owners and other community stakeholders, the City has undertaken the development of a long-range development plan for downtown Tigard. The Tigard Downtown Improvement Plan will provide a long range planning strategy for development in downtown Tigard.

A. City of Tigard Community Development Code

The City of Tigard Community Development Code establishes zoning districts, which govern allowed uses and contain development standards. The Area encompasses property within the City's commercial and industrial zoning districts.

According to the City's Development Code, the purpose of commercial zoning districts is to provide a comprehensive range of commercial services – including retail and office uses – that are conveniently accessible to motorists, bicyclists and pedestrians and designed to minimize potential adverse impacts on surrounding residential neighborhoods. Further, in compliance with the City of Tigard Comprehensive Plan, the commercial zoning districts are intended to provide a wide range of employment opportunities and economic benefits for local residents. The purpose of Tigard's industrial zoning districts is to provide a broad range of industrial services and jobs within the City of Tigard that are conveniently accessible to local residents.

A detailed description of commercial and industrial zoning districts within the Area and corresponding development standards are described in Section VII below.

The Plan implements the public investments necessary to generate development that is consistent with Central Business District, General Commercial and Professional Commercial Districts as well as the R-4.5 Low-Density Residential District, R-12 Medium-Density Residential District and R-25 Medium High-Density District. Further, the Plan will help ensure that the Area develops efficiently, with high quality, attractive development that creates an identity and sense of place unique to downtown Tigard.

B. Tigard Comprehensive Plan Goals and Policies

The Tigard Comprehensive Plan identifies goals and policies that address the City of Tigard's long range planning and development objectives. Of particular relevance to the Plan are goals and policy directives contained in the Natural Features and Open Space, Economy, Housing, Transportation and Special Areas of Concern sections.

Natural Features and Open Space

The Comprehensive Plan identifies policies intended to preserve and enhance the City's natural areas, including wildlife habitat areas, wetlands sites and other environmentally sensitive areas. Further, natural features and open space policies call for the development of an adequate system of open space, recreation lands and facilities to maintain and

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improve community livability and the preservation and enhancement of historically and culturally significant resources.

Natural Areas policies supported by the Plan include:

Policy 3.4.2

The City Shall:

- a. Protect fish and wildlife habitat along stream corridors by managing the riparian habitat and controlling erosion, and by requiring that areas of standing trees and natural vegetation along natural drainage courses and waterways be maintained to the maximum extent possible.

Policy 3.5.1

The City shall encourage private enterprise and intergovernmental agreements which will provide for open space, recreation lands, facilities, and preserve natural, scenic and historic areas in a manner consistent with the availability of resources.

Policy 3.5.3

The City has designated the 100-Year Floodplain of Fanno Creek, its tributaries, and the Tualatin River as Greenway, which will be the backbone of the open space system. Where Landfill and/or development are allowed within or adjacent to the 100-Year Floodplain, the City shall require the consideration of dedication of sufficient open land area for greenway adjoining and within the floodplain.

Policy 3.5.4

The City shall provide an interconnected pedestrian/ bike path throughout the City.

Policy 3.7.1

The City shall identify and promote the preservation and protection of historically and culturally significant structure, site, objects and districts within Tigard.

The Plan identifies Parks, Public Spaces and Bicycle/Pedestrian Facilities projects, including but not limited to the Fanno Park Improvements, Urban Creek/Green Corridor and Urban Green Spaces projects, which will further the Comprehensive Plan's Natural Areas policy objectives. In addition to preserving and upgrading existing parks and natural areas such as Fanno Creek Park, the Plan will facilitate the creation of "green" amenities and pedestrian/bicycle facilities that will provide new active and passive

recreational opportunities for residents, downtown workers and visitors and improve connectivity between downtown and adjacent neighborhoods.

Economy

The Comprehensive Plan identifies policies intended to diversify and improve Tigard's economic and employment base, including specific policies that address economic needs in the Central Business District.

Economic policies supported by the Plan include:

Policy 5.1

The City shall promote activities aimed at the diversification of the economic opportunities available to Tigard residents with particular emphasis placed on the growth of the local job market.

Policy 5.3

The City shall improve and enhance the portions of the central business district as the focal point for commercial, high density residential, business, civic and professional activity creating a diversified and economically viable core area.

One of the Plan's stated goals is to "Promote high quality development of retail, office and residential uses that support and are supported by public streetscape, transportation, recreation and open space investments." The Plan identifies intersection improvements, such as the Hall Blvd/99 W Intersection Improvements project, road widening and realignment projects and other street projects that will improve circulation and access in and around downtown. In addition, the Plan authorizes streetscape projects and pedestrian/bicycle improvements that will make downtown safer and more accessible to pedestrians and bicyclists by filling in gaps in the existing sidewalk system, providing new or upgraded bike lanes, and establishing new multiuse trails and pedestrian crossings. Finally, the Plan includes parks, public spaces and public facilities projects that will make downtown a more appealing place to do business and facilitate the transition of existing industrial and auto-oriented uses to locations outside of the Central Business District.

Housing

The Comprehensive Plan identifies the provision of high quality housing of varying densities, types and affordability levels as a critical long range planning goal.

Tax increment revenues generated under the Plan may be used to fund development and technical assistance programs that will facilitate residential development that meets the diverse housing needs of Tigard's citizens, as prescribed below:

Policy 6.1.1

The City shall provide an opportunity for a diversity of housing densities and residential types at various prices and rent levels.

In addition to financing the programs described in Section IV, the Plan includes public improvements projects that will make the Area a more attractive and viable location for new, high quality medium- and high-density residential development in downtown Tigard.

Transportation

The Comprehensive Plan identifies policies that are designed to provide safe and efficient multimodal circulation and access within downtown Tigard and between downtown and adjacent neighborhoods.

Transportation policies supported by the Plan include:

Policy 8.1.1

Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard by:

- a. Proper location and design of transportation facilities; and
- b. Encouraging pedestrian accessibility by providing safe, secure and desirable pedestrian routes.

Policy 8.1.2

Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:

- a. The development of and implementation of public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use;
- b. Coordination with Tri-met, and/or any other transit providers serving Tigard, to improve transit service to Tigard. Fixed route transit will primarily use arterial and collector streets in Tigard. Development adjacent to transit routes will provide direct pedestrian accessibility;
- c. Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the Bicycle Master Plan. All schools, parks, public facilities and retail areas shall strive to have direct access to a bikeway;
- d. Construction of sidewalks on all streets within Tigard. All schools, parks, public facilities and retail areas shall strive to have direct access to a sidewalk.
- e. Development of bicycle and pedestrian plans which link to recreational trails;

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- f. Design local streets to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel and provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections; and
- h. Tigard will support the development of a commuter rail system as part of the regional transit network.

Policy 8.1.3

Strive to achieve a safe transportation system by the development of street standards, access management policies and speed controls when constructing streets, and by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.

- b. Design safe and secure pedestrian and bikeways between parks and other activity centers in Tigard.

Policy 8.1.5

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel by:

- a. The design and construction of transportation facilities to meet the requirements of the Americans with Disabilities Act; and
- b. The development of neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Policy 8.2.1

The City shall plan for a safe and efficient street and roadway system that meets current needs and anticipated future growth and development.

Policy 8.3.1

The City shall coordinate with Tri-met to provide for a public transit system within the planning area which:

- a. Meets the needs of both the current and projected, for the Tigard community;
- b. Addresses the special needs of a transit dependent population;
- c. Reduces pollution and traffic; and
- d. Reduces energy consumption.

Policy 8.3.2

The City shall encourage the expansion and use of public transit by:

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- a. Locating land intensive uses in close proximity to transitways; and
- c. Supporting efforts by Tri-met and other groups to provide for the needs of the transportation disadvantaged.

Policy 8.5.1

The City shall locate bicycle/pedestrian corridors in a manner which provides for pedestrian and bicycle users, safe and convenient movement in all parts of the City, by developing the pathway system shown on the adopted Pedestrian/Bikeway Plan.

In conjunction with proposed street improvements, the Plan provides for new bike lanes and sidewalks as well as upgrades to inadequate bicycle and pedestrian facilities. These projects will increase multimodal access and circulation throughout the Area. Further, to improve neighborhood livability and create a visually appealing streetscape environment that draws residents and visitors to downtown and promotes more active commercial, recreation and entertainment uses, landscape improvements, street trees, street furniture and other streetscape improvements are identified as key components of the Plan.

Special Areas of Concern

The Comprehensive Plan identifies downtown Tigard and the Central Business District as a Special Area of Concern. Existing uses include a mix of older, substandard commercial and residential development, and industrial buildings that do not conform to the Comprehensive Plan's long term vision for downtown Tigard. To make downtown a more attractive destination for shopping, dining and a variety of entertainment and recreational activities, the Plan includes transportation, streetscape, public facilities and public spaces projects designed to create a visually distinct, unified character. The Plan also supports development and technical assistance programs designed to help local business and property owners rehabilitate and upgrade substandard buildings and create new quality development in downtown.

The Plan supports the following Special Area of Concern policies:

Policy 11.1.1

The redevelopment of downtown Tigard shall be accomplished in order to make it complementary to newer shopping areas. Convenience, appearance and the needs of the shopping public should be primary considerations.

Policy 11.6.3

Require that all development permitted in Action Areas be designed to facilitate pedestrian movement within the center and to transit.

Proposed pedestrian and bicycle improvements, such as the Commuter Rail Access and Tigard Street/Grant Pedestrian/Bicycle Crossing projects, will provide safe and convenient pedestrian access to local shops and transit. In addition, streetscape improvements along Main Street, Burnham Street, Commercial Street and other Area roadways will make downtown a more accommodating, pedestrian-oriented commercial district than it is today. Lastly, public facilities projects such as the Performing Arts Center and Public Market will generate support for new and existing businesses that provide entertainment and recreational options for downtown visitors.

C. Transportation System Plan Goals and Policies

Adopted in 2002, the TSP identifies goals and policy objectives intended to create a transportation system that enhances community livability and facilitates safe and convenient multimodal access to Tigard residents and visitors. The Plan's goals, objectives and transportation infrastructure projects directly address or correlate to planning needs identified in the TSP's goals and policies.

Of particular relevance to the Plan are the following transportation system goals and policies, identified in Chapter 2 of the TSP:

Goal 1: Livability

Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard.

Policy 2 - Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.

Goal 2: Balanced Transportation System

Provide a balanced transportation system, incorporation all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes)

Policy 1 - Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.

Policy 3 - Bicycle lanes must be constructed on all arterials and collectors within Tigard consistent with the Bicycle Master Plan (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bikeway.

Policy 4 - Sidewalks must be constructed on all streets within Tigard (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.

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Policy 6 - Local streets shall be designed to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel. Provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.

Policy 8 - Tigard will support the development of a commuter rail system as part of the regional transit network.

Goal 3: Safety

Strive to achieve a safe transportation system by developing street standards, access management policies and speed controls when constructing streets, by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.

Policy 3 - Safe and secure pedestrian and bikeways shall be designed between parks and other activity centers in Tigard.

Goal 5: Accessibility

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.

Policy 1 - Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

Policy 2 - Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Goal 6: Goods Movement

Provide for efficient movement of goods and services.

Policy 1 - Design arterial routes, highway access and adjacent land uses in ways that facilitate the efficient movement of goods and services.

The Plan includes streetscape improvements and bicycle/pedestrian system improvements designed to encourage alternative modes of transportation to the automobile. By filling gaps in the existing sidewalk system, installing new bike lanes and upgrading existing bikeways to standard, the Plan will help create a complete system of bicycle and pedestrian facilities that enables pedestrians and bicyclists to commute safely and efficiently to and within downtown.

The Plan includes street improvements that will address motor vehicle needs in and around downtown Tigard. Projects such as the Scoffins Street/Hall Boulevard/Hunziker

Realignment and Highway 99W intersection improvements will reduce congestion and improve circulation while creating a safer environment for drivers, pedestrians and bicyclists.

D. City of Tigard Park System Master Plan

The City of Tigard Park System Master Plan is guided by the following vision:

“Through building connections, the City of Tigard will provide a park system that:

- Contributes to overall community livability and pride;
- Balances the impacts of growth and increasing density with parks and greenspaces;
- Reduces auto-dependency and enhances recreation opportunities by connecting recreation resources, community destinations, and neighborhoods with trails and greenways;
- Fosters stewardship of natural resources such as floodplains and waterways;
- Provides equitable distribution of parks and recreation opportunities throughout the City;
- Provides safe and well-maintained parks and recreation facilities; and
- Provides for effective and economically sound management of public resources.”

Chapter Six *Recommendations* provides detailed recommendations for park facilities, maintenance, management, and recreation programs. Of particular relevance to the Plan are the following Parks recommendations:

- “Renovate and expand existing parks to improve park condition, increase recreational opportunities, meet current safety requirements, and provide access for people with disabilities;”
- “Provide an interconnected pedestrian and bicycle system that links Tigard’s parks, greenspaces, neighborhoods, work places, schools, and commercial centers;” and
- “Mitigate the effects of development by providing pocket parks/urban plazas in commercial areas.”

The Plan includes multiple projects that support the City’s park system vision and recommendations. In particular, the Fanno Creek Park Improvements and Enhanced Pedestrian Bridge, Urban Creek/Green Corridor and Urban Green Spaces projects will upgrade and increase multimodal access to existing parks and open space areas and create new green space and recreational areas that will draw residents, shoppers and visitors to downtown Tigard.

E. Tigard Downtown Improvement Plan

The Tigard Downtown Improvement plan is guided by four primary objectives:

“First and foremost, the TDIP seeks to carry out the City Council’s goal to revitalize Downtown Tigard. Second, the TDIP is a downtown “improvement” plan, one that builds upon the good “bones” of the current Downtown area, and that builds upon the sound foundation of community-based planning to serve as the “master conceptual plan” for the area. Third, an overarching objective of the Plan is to ensure that Downtown Tigard will serve the community’s stated future needs for an active, mixed use “urban village”. Finally, the TDIP must meet the objectives of the Metro Functional Plan for a Town Center, as that plan designates Tigard’s downtown area as a Town Center.”

The Tigard Downtown Improvement Plan provides a vision, design guidelines and a series of catalyst projects that will foster development that is compatible with the “urban village” concept. The Plan supports projects and programs that will facilitate the implementation of the prescribed catalyst projects, many of which are included in the Urban Renewal Projects and Programs section.

VII. PROPOSED LAND USES

Land uses within the Area are governed by the City of Tigard Development Code. The Development Code establishes zoning districts that implement the Tigard Comprehensive Plan. The districts govern the allowed uses and contain development standards.

Currently, land in the Area is within the Central Business District (CBD), General Commercial (C-G), Professional Commercial (C-P), R-4.5 Low-Density Residential (R-4.5), R-12 Medium-Density Residential (R-12) and R-25 Medium High-Density Residential (R-25) zoning districts. The purpose of the districts is described in the Development Code as follows:

A. Central Business District

“The CBD zoning district is designed to provide a concentrated central business district, centered on the City's historic downtown, including a mix of civic, retail and office uses. Single-family attached housing, at a maximum density of 12 units/net acre, equivalent of the R-12 zoning district, and multi-family housing at a minimum density of 32 units/acre, equivalent to the R-40 zoning district, are permitted outright. A wide range of uses, including but not limited to adult entertainment, utilities, facilities with drive-up windows, medical centers, major event entertainment and gasoline stations, are permitted conditionally.”

Most development in the CBD is not subject to minimum setbacks. However, 20 foot front, side and rear yard setbacks are required where a commercial use abuts a residential zoning district. A maximum site coverage of 85% and a minimum landscape requirement of 15% are required. With exception of buildings within 100 feet of any residential zoning districts, where a 40 foot height restriction applies, a maximum height of 80 feet is prescribed for development in the CBD zone.

B. General Commercial

“The C-G zoning district is designed to accommodate a full range of retail, office and civic uses with a City-wide and even regional trade area. Except where non-conforming, residential uses are limited to single-family residences which are located on the same site as a permitted use. A wide range of uses, including but not limited to adult entertainment, automotive equipment repair and storage, mini-warehouses, utilities, heliports, medical centers, major event entertainment, and gasoline stations, are permitted conditionally.”

Generally, development in the C-G zone is not subject to minimum setbacks. However, 20 foot side and rear yard setbacks are required where the zone abuts a residential zoning district. A maximum site coverage of 85%, minimum landscape requirement of 15% and maximum height limit of 45 feet are also prescribed.

C. Professional Commercial

“The C-P zoning district is designed to accommodate civic and business/professional services and compatible support services, e.g., convenience retail and personal services, restaurants, in close proximity to residential areas and major transportation facilities. Within the Tigard Triangle and Bull Mountain Road District, residential uses at a minimum density of 32 units/net acre, i.e., equivalent to the R-40 zoning district, are permitted in conjunction with a commercial development. Heliports, medical centers, religious institutions and utilities are permitted conditionally. Developments in the C-P zoning district are intended to serve as a buffer between residential areas and more-intensive commercial and industrial areas.”

With the exception of property abutting a residential zoning district, where 20 foot side and rear yard setbacks are required, minimum setbacks are not required in the C-P Zone. A maximum site coverage of 85%, minimum landscape requirement of 15% and maximum height limit of 45 feet are required of all development in the C-P zone.

D. R-4.5 Low-Density Residential District

“The R-4.5 zoning district is designed to accommodate detached single-family homes with or without accessory residential units at a minimum lot size of 7,500 square feet. Duplexes and attached single-family units are permitted conditionally. Some civic and institutional uses are also permitted conditionally.”

The minimum lot size in the R-4.5 zone ranges from 7,500 square feet for detached housing units to 10,000 for duplexes. The average minimum lot width is 50 feet for detached unit lots and 90 feet for duplex lots. All residential development is subject to a maximum height of 30 feet and minimum setbacks of 20 feet (front yard), 5 feet (side yard) and 15 feet (rear yard). A minimum distance of 20 feet between a property line and

the front of a garage is also required. The R-4.5 zone does not impose a minimum landscape requirement or lot coverage standard.

E. R-12 Medium-Density Residential District

“The R-12 zoning district is designed to accommodate a full range of housing types at a minimum lot size of 3,050 square feet. A wide range of civic and institutional uses are also permitted conditionally.”

Multiple-family dwelling units in the R-12 zone are subject to minimum front and rear yard setbacks of 20 feet and a minimum side yard setback of 10 feet. Single-family dwelling units are subject to minimum front and rear yard setbacks of 14 feet and a minimum side yard setback of 5 feet. For both multiple-family and single-family dwelling units, a 30 foot setback is required for a side or rear yard abutting a more restrictive zoning district. A maximum building height of 35 feet, maximum lot coverage of 80% and minimum landscape requirement of 20% are also specified.

F. R-24 Medium High-Density Residential District

“The R-25 zoning district is designed to accommodate existing housing of all types and new attached single-family and multi-family housing units at a minimum lot size of 1,480 square feet. A limited amount of neighborhood commercial uses is permitted outright and a wide range of civic and institutional uses are permitted conditionally.”

A minimum lot size of 3,050 square feet per unit for detached single-family dwelling units and 6,100 square feet or 3,050 square feet per unit for duplexes is required in the R-25 zone. Multiple-family dwelling units are subject to minimum front and rear yard setbacks of 20 feet and a minimum side yard setback of 10 feet. Single-family dwelling units are subject to minimum front and rear yard setbacks of 14 feet and a minimum side yard setback of 5 feet. For both multiple-family and single-family dwelling units, a 30 foot setback is required for a side or rear yard abutting a more restrictive zoning district. A maximum building height of 45 feet, maximum lot coverage of 80% and minimum landscape requirement of 20% are also specified.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

A. Property Acquisition – From Willing Sellers

The Plan authorizes the Agency acquisition of any interest in property within the Area, including fee simple interest, to support private redevelopment, only in those cases where the property owner wishes to convey such interests to the Agency. The Plan does not authorize use of the power of eminent domain to acquire property for private redevelopment.

Property acquisition for those public improvements projects authorized in Section IV will be required. The Agency is not granted eminent domain authority under the Plan. Therefore, if the Agency cannot acquire the property needed for the described public improvements through negotiation and voluntary sale, the acquisition will be undertaken by the City of Tigard or other public entity under its independent eminent domain authority.

Property acquisition from willing sellers may be required to support development of retail, office, housing and mixed use projects within the Area.

B. Land Disposition

The Agency may dispose of property acquired under the Plan by conveying any interest in property acquired pursuant to Subsection VIII A. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Property disposition may be required to support development of retail, office, housing and mixed use projects within the Area.

IX. RELOCATION METHODS

As described in Section VIII, the Plan authorizes the acquisition of property by willing sellers only. Relocation benefits must be paid for any public acquisition, whether the acquisition is voluntary or involuntary. Therefore, before the Agency acquires any property, the Agency will adopt relocation regulations.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues collected by the Agency to make payments on debt incurred by the Agency, usually in the form of tax increment bonds. The proceeds of the bonds are used to pay for the urban renewal projects authorized in the Plan. Debt, including bonds, may be both long-term and short-term, and does not require voter approval.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in the total assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation ("GO") bonds and local option levies approved after October 6, 2001 are not included in tax increment revenues.)

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- Any other source, public or private.

Revenues obtained by the Agency will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Commission based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is Twenty Two Million Dollars and No Cents (\$22,000,000). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of Tigard in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

D. Impact of Tax Increment Financing on Public Schools

This Plan has been adopted with consideration of information in the Report accompanying the Plan regarding the impact of tax increment financing on the K-12 Public School system. Under current law providing for substantial state funding of K-12 schools, the tax increment financing of this Plan has minimal impacts on the revenues received by the Tigard Tualatin School District.

XI. DURATION OF PLAN

No new indebtedness to be repaid with tax increment revenues may be incurred after the twentieth anniversary of the effective date of the Plan. As is common practice in urban renewal plans in Oregon, tax increment revenues may continue to be collected beyond this date. Collection may continue until it is found that deposits in the Commission's debt service fund are sufficient to fully pay principal and interest on indebtedness issued during the twenty years following the effective date of the Plan, either through direct payment of the indebtedness or by payment of principal and interest on bonds or notes issued to finance the indebtedness. Tax increment revenues collected after the twentieth anniversary of the Plan may only be used to retire outstanding debt. The Plan will be effective on the date that the County certifies the results of the election at which the Tigard voters approve the measure that referred an ordinance approving an urban renewal plan to the Tigard voters.

XII. FUTURE AMENDMENTS TO PLAN

The Charter of the City of Tigard (Section 47) requires that the City Council refer to Tigard voters the ordinance approving an urban renewal plan at a regular or special City election held in May or November. It further requires that amendments to an urban renewal plan that "would or could involve the levying of a tax on properties outside the urban renewal area to pay the debts or obligations to be incurred in carrying out the plan" must be similarly approved by Tigard voters (Section 48). Though the tax increment financing of the Plan does not involve levying of a tax, amendments that increase the maximum amount of indebtedness may increase the amount of tax increment revenues. For this reason, such amendment is classified as a Substantial Amendment Requiring Voter Approval, as discussed in this section.

A. Substantial Amendments

Amendments that increase the maximum indebtedness of the Plan and add land to the urban renewal area that totals more than 1% of the total plan area are classified as substantial amendments.

1. Substantial Amendments Requiring Voter Approval

Substantial Amendments Requiring Voter Approval consist of increasing the maximum amount of indebtedness. Such amendments shall require City Council approval by non-emergency ordinance and an affirmative vote when referred to Tigard voters for approval.

2. Substantial Amendments Not Requiring Voter Approval

Substantial Amendments Not Requiring Voter Approval consist of adding land to the urban renewal area that totals not more than 1% of the original plan area.

Substantial amendments as described under Subsection XII A require the same notice, hearing and approval procedure required of the original urban renewal plan, including public involvement, consultation with taxing districts, presentation to the Planning

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Commission, special notice to City of Tigard households of a hearing by the City Council on the ordinance adopting the substantial amendment, and adoption of the amendment by non-emergency ordinance.

B. Council Approved Amendments

Council-Approved Amendments consist solely of the following amendments:

- Material changes to the goals and objectives of the Plan.
- Addition or expansion of a project that adds a cost in 2005 dollars of more than \$500,000 and is materially different from projects previously authorized in the Plan.
- Extending the duration of the Plan.

Council-Approved amendments require both the approval by the Agency by resolution and approval of the City Council. The City Council may approve the amendment by resolution.

C. Minor Amendments

Minor Amendments are amendments that are neither Substantial Amendments nor Council-Approved amendments. Minor amendments require approval by the Agency by resolution.

D. Amendments to the City of Tigard Comprehensive Plan and/or Development Code

Amendments to the City of Tigard Comprehensive Plan and/or Development Code that affect the Urban Renewal Plan and/or the Urban Renewal Area do not require separate approval by the Agency or City Council, but when such amendments are adopted, the Plan is deemed to have been revised to be consistent with such amendments.